

S E C R E T

12 December 1969

MEMORANDUM FOR: Chief,
THROUGH : Chief,
SUBJECT : Flight Surgeon's Report and Recommendation
Re C-118 Flight Known as

25X1A

25X1A

1. Flight originated at Eglin AFB 2 November 1969.
The undersigned joined crew at Andrews AFB 3 November 1969
and flight departed for Gander 1100 local.

A. Listed below are approximate flight and rest times. Crew rest hours are adjusted to give corrected figures allowing for period of awaiting arrival teams receiving flight, discussions concerning cargo, fuel, etc. prior to going to quarters, also times for arising, transportation to and from field, clearing operations, etc.

B. These corrected times apply only to pilots and navigators in most instances as frequently the engineers and radio man would be held another two to four hours at the aircraft to await the fuel truck due to inadequate preparations on part of local support group. As a consequence the enlisted men's rest periods were generally much less than figures shown.

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<u>Date</u>	<u>Hours Flown</u>	<u>Crew Rest</u>	
3 Nov 69	10.40 min.	--	
4 "	--	20 hrs	<input type="text"/> 25X1A
5 "	6 $\frac{1}{2}$ hrs	1 hrs	
6 "	--	45 hrs (F)	
7 "	6 $\frac{1}{2}$ hrs	13 $\frac{1}{2}$ hrs (A)	
8 "	6 $\frac{1}{2}$ (A - B)	14 hrs (B)	
9 "	6 (B - T)	12 hrs (T)	
10 "	6.45 min (T - K)	17 hrs (K)	
11 "	6 (K to D)	11 $\frac{1}{2}$ (D)	
12 "	6 (D to K - D)	14 hrs (D)	
13 "	5 (D - R - K)	11.30 min (K)	
14 "	5 (K to T)	14 (T)	
15 "	8 (T - B - A)	13 $\frac{1}{2}$ hrs (A)	
16 "	7 (A - F)	--	
17 "	--	38 hrs	
18 "	7 (F - L)	13 $\frac{1}{2}$	<input type="text"/> 25X1A
19 "	<u>10</u> (L - A)	--	
	95 hours total		

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C. The weather was generally good and there were no mechanical problems.

D. There is also the problem of [] and the effect on the crew.

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E. In general, it would be concluded that this schedule is acceptable providing adequate weather conditions and absence of mechanical problems producing tension and heightened fatigue, or illness within the crew.

2. Medical

A. Personnel

(1) The Navigator was suffering with acute upper respiratory infection at start of flight, developed acute infection in the left ear requiring antibiotics for about ten days in addition to other supportive medication.

(2) Co-pilot came down with chills and high fever and diarrhea enroute to [] and on return flight. Diagnosis, acute virus infection. With supportive medication and no antibiotics, he was improved sufficiently by the morning of departing [] to continue on; and despite considerable malaise and recurrence of diarrhea, he managed to survive until arrival at Andrews AFB. This threw considerable more flying hours on the A.C. The Flight Surgeon also developed diarrhea.

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B. Sanitation

(1) Drinking water was taken on at [] and beyond.

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(2) Unless there is a large engineering problem involved, it would seem desirable to have a large enough water capacity to exclude necessity of taking

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25X1A on H₂O beyond [] or if not feasible, would
25X1A recommend chlorination of water taken on beyond
[]

(3) Admittedly, this is a personal opinion. The water is said to be of same type used by local American community, but I do not believe the local indigenous would be above utilizing water from any source and presents an easily corrective health threat.

C. Food

The aircraft has a galley, refrigerator, and ice box. Other than bread, sufficient food was carried on board to provide 17 meals. These meals are very important to crew morale and physical well-being. The aircraft was built in 1953 and presumably, the galley dates from this time. The refrigerator is also old. Obviously, the more meals taken on board, the less exposure there is to contaminated food in public eating places at the stop overs.

D. First-Aid Equipment

(1) Four (4) sealed individual first-aid pouches contained bandaids, large and small dressings, petrolatum ointment for burns, water purification tablets, one eye dressing and ammonia ampules. Seals were all unbroken.

(2) One large kit was on board prepared by Flight Surgeon at Eglin AFB for the aircraft. The kit was 24" x 18" x 3" and contained anti-acid preparations for stomach complaints, dressings, adhesive tape, alcohol, nose drops, anti-diarrheal medications, plus a number of symptomatic drugs along with instructions for their use. Per Air Force regulations, there are no morphine syrettes.

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3. C-118 cabin is pressurized and aircraft does not normally fly above 18,000 ft, so that in a loss of pressurization, the aircraft could easily get to a safe altitude by a rapid descent.

A. Oxygen masks were handily available to pilots and flight engineer. Navigator and radio operator had their masks close by in equipment bag.

B. Each pilot seat also had smoke mask beneath seat.

C. Four (4) walk-around low-pressure O₂ bottles were also readily available for passenger use. They showed adequate inspection and all pressures were above 400 psi.

4. Survival Equipment

A. One large global Air Force kit enclosed in sealed A-16 sled container. This is property of Personal Equipment (PE) Section, Andrews AFB and is picked up at start of flight and returned upon termination of flight. No list of contents was observed on exterior of sled and none of the crew members apparently were aware of contents. The organization has a survival N.C.O. however, they do not own a survival kit in the Squadron at Eglin AFB. We have subsequently obtained a list of contents from Andrews AFB and estimated the cost of such a kit as approximately \$1,000. Such a kit should be in the possession of the Squadron in the event of a quick departure not scheduling through Andrews and also being available for training purposes.

B. There is an AN-CRT-3 "Coffee Grinder" emergency radio in after cabin.

C. Flares were in forward cockpit.

D. Two (2) 20-man-liferafts were suspended in forward and after sections of cabin - readily accessible.

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E. Individual life preservers were stowed altogether in equipment bag in galley. This would produce a dangerous situation in event of emergency, particularly with bulky cargo restricting movement of personnel in aircraft. These should be distributed to individuals and readily available.

5. Fire Extinguishers - Hand Operated

A. One CO₂ extinguisher is over the galley. Last inspection showed 1963. However, pressure was up to standard (later inspection tag had probably been lost).

B. Type A-20 C-B (Chloro-bromo methane).

One is in galley area, one in crew's quarters, and one in cockpit.

Note: This type of extinguisher has been ruled as non-acceptable by National Fire Fighters' Protective Association and Fire Underwriters for aircraft cabins. They have been made non-acceptable for small boats by U. S. Coast Guard. The F.A.A. was contacted and they are going to start a study on the subject.

C. USAF Surgeon General's Office states they are not illegal in Air Force as of this date but a Board is meeting this month at Wright-Patterson AFB to consider a replacement. (Fire Fighters' Association material is attached.) These extinguishers are non-acceptable because of toxicity of resultant fumes. If they are dangerous for use in a small boat, they should not be used in aircraft and I do not believe we should wait until Air Force regulations are changed. It will be noted that the enclosed recommends CO₂ and plain-water extinguishers.

6. Morale

Several factors are noted as causes of some unhappiness amongst the Squadron personnel.

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A. Frequency of long trips and time away from home. Reportedly, there is considerable marital trouble amongst airmen because of separations. It is worse now due to aircrews being away in transition training. They no longer feel it is highly desirable to be in the outfit.

B. Amount of time spent with administration within Squadron while at home base. Insufficient personnel to handle all of many variegated duties.

C. Lack of coordinated support on flights. Too many responsibilities that have to be assumed in addition to flying aircraft. Feeling that the crew should not have to worry about aircraft guards, arrangements for refueling and particularly cargo loading and unloading which is especially unplanned and disorganized at some stops. With a tight schedule, it is not conducive to good morale to sit in the aircraft and await the tardy arrival of people meeting the flight.

7. This was a very interesting trip and it was a pleasure to be a member of this very professional, amiable, hard-working crew. We would look forward to a repeat when the C-130's are running.

8. Recommendations

A. Encourage schedule flexibility in event of weather, mechanical problems or illness, as current concept appears to be that "the mail must go through" and this could be hazardous. I am aware that orders state that the schedule may be altered but it is my understanding, perhaps erroneous, the unwritten law is as stated above. We are also aware that the clearance [] is for plus or minus 30 minutes. Also to be considered is the fact that on the homebound leg, there is much eagerness to press on.

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B. Strongly advise that new C-130's have first-class galley, new refrigerator, and adequate ice box. Would also recommend that if weight problem is not too great, that large enough drinking water tanks are placed on board in

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order to not require refilling beyond [] or
at most, []

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C. Morphine syrettes are not allowed by Air Force because of accessibility of aircraft to large number of people and danger of being stolen. In a secure aircraft in this type of operation, this should not be a problem and we would be happy to secure a box of syrettes to place in aircraft medical kit.

D. Aircraft Global Survival Kit

Would believe it advisable for Squadron to possess their own kit in order that it is always readily available and they can be instructed in its use. (List is appended. Approximate cost, \$1,000.)

E. Crew should be instructed to identify their own life jacket and should have it located near their station.

F. Hand Fire Extinguishers as presently aboard should be regarded as dangerous and would recommend adequate CO2 extinguisher be located in forward compartment as well as in galley and that water extinguishers be kept fore and aft for common types of fires as outlined in enclosed N.F.P.A. material (see attachment). (AF Surgeon General's Office will inform me as soon as substitute for C-B type is selected.)

G. When new aircraft is introduced, it would seem to be an appropriate occasion to circulate a new S.O.P. to stations on route detailing problems of crew and citing necessity of being on time, pre-planning cargo handling, arranging for guard, fuel truck, etc.

Flight Surgeon
AMS

Attachment
As stated above

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Distribution

- O + 3 - Addee
- 1 - C/CD/OMS
- 1 - EX/OMS
- 1 - DD/OMS
- 1 - D/MS
- 1 - Chrono
- 1 - Reg.

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